Wing Tips

Spring 2008 *Des Moines Flight Standards District Office*

FAASTeam Representative of the Year

Paul Berge receives this prestigious award from Des Moines Flight Standards District Office Manager, Ken Rieger, and FAASTeam Program Manager, Chris Manthe. This award for Iowa is also part of a national recognition program.

Paul was nominated for this award because of his commitment to aviation safety in the state of Iowa. Paul has been recognized as an ambassador for aviation because of his unique communications skills. His presentations for the FAASTeam always draws very well because of his combination of ATC knowledge, teaching skills as a CFII, and his witty presentation abilities.

Paul's future presentations can be found on the FAASTeam web site at: www.faasafety.gov

CFI of the Year

The Des Moines Flight Standards District Office takes great pride in having selected Mr. Gregory James Finzen as its Certified Flight Instructor of the Year for the State of Iowa.

Mr. Finzen was recommended because of having a very high level of aviation knowledge, professionalism, and personal ethics.

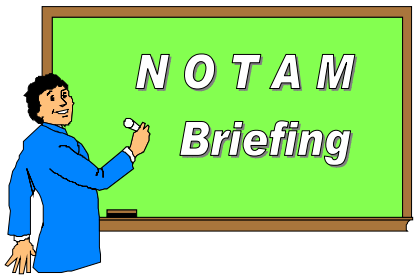
Mr. Finzen's application was submitted as part of the General Aviation Awards Program which is a cooperative effort between the Federal Aviation Administration (FAA) and the aviation industry.

All the awards application information can be found at the FAASTeam web site at: www.faasafety.gov

DES MOINES FSDO ANNUAL DPE MEETING

The Des Moines FSDO will hold the annual Pilot Examiner meeting at the Des Moines FSDO on June 17, 2008. The meeting will start at 10:00 AM and finish early afternoon. An agenda will be forthcoming.

If you have any items you want discussed, please contact Larry Arenholz, Roger Clark, or Kyle Thurston at 515-289-3840.



The "D" (distant) NOTAM has changed. As part of an ongoing effort to improve the aeronautical information management system, the FAA has made changes that will help you find the information you need more easily.

- All "local" (L) NOTAMs will be incorporated into the new D format, except for military "local" (L) NOTAMs.
- The new D NOTAM definition includes information on taxiways, ramps, and aprons.
- All D NOTAMs will include one of 12 keywords, which will make it easier for you to sort and spot the specific data you need.

D NOTAM KEYWORDS

You may want to think of the **D NOTAM** keywords in terms of several broad categories:

- **AD** Aerodrome
- **AIRSPACE** Airspace
- **APRON** Apron
- **COM** Communications
- **NAV** NAVAID
- **(O)** Other Aeronautical Information
- **OBST** Obstruction
- **RAMP** Ramp
- **RWY** Runway
- **SVC** Services
- **TWY** Taxiway
- **(U)** Unverified Movement Area

PAEW is not a keyword. Any NOTAM, associated with "Personnel and Equipment Working" (PAEW), will be associated with RWY, TWY, RAMP, or APRON and a direction from the associated Movement Area, as appropriate.

Ex:
!CHO CHO RWY 23 PAEW FIRST 500 ALONG SE SIDE

Pointer NOTAMs

- A pointer NOTAM is a type of D NOTAM that points to another NOTAM, which includes D, FDC, or published NOTAMs.
- Point NOTAMs shall use the keyword associated with the affected event with the reference NOTAM.

Reclassified civil Local NOTAMs
All current local NOTAMs reclassified as D NOTAMs.

Decoding the new D NOTAM
All D NOTAMs will follow a set format with several specific elements:

1. An exclamation point (!)
2. Identifier for the accountable location (e.g., IAD)
3. Identifier for the affected location or nearest public-use airport (e.g., IAD)
4. Keyword (one of the 12 described)
5. Surface identification (if appropriate to the subject of the D NOTAM)
6. Condition being reported
7. Effective time(s) of the condition (reported as WEF or "when in effect")

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"True success is overcoming the fear
of being unsuccessful."

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FAA Mandates Plastic Pilot Certificates

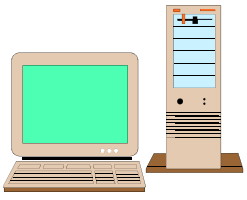
Still hanging onto your paper pilot certificate? You'll need to upgrade to a plastic pilot certificate by March 31, 2010. The FAA released its final rule on Feb. 28, announcing the required switch to the certificate it deems is more counterfeit resistant.

If you are attached to your paper certificate and original issuance date (the plastic certificate will have a new one), don't worry. You can keep your paper certificate for nostalgia; you just can't use it to fly. If you do miss the 2010 deadline, you won't have to take a checkride or any exams to get back in the air as pilot in command. Simply request the plastic certificate.

Temporary, student, and flight instructor certificates are not impacted by this rule. Those with nonpilot certificates, such as ground instructors, flight engineers, and mechanics, will have until March 31, 2013 to change to a plastic certificate.

Pilots can request the plastic certificate through the FAA's Web site. The cost is $2. However, if you change your pilot certificate number from your Social Security number, the switch is free.

FAA commits to Maintaining DUAT System



Pilots who rely on electronic sources for weather and briefing information can rest easy—DUAT will be around for at least five more years.

The FAA has announced plans to initiate a five-year contract for the continuation of DUAT services, with the option to renew for an additional four years. That's good news for pilots because for the past few years the FAA has only renewed the existing DUAT contract for six- to nine-month periods, leaving the long-term future of the system in doubt. By committing to a five-year contract, the agency is signaling its intent to keep the system operating.

The current DUAT contract is set to expire June 31, 2008 but potential vendors have only until March 25 to submit their proposals to the FAA.

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"A New Year's resolution is something that goes in one year and out the other."

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The following article is from the latest issue of NASA Aviation Safety Reporting System.

GA Advanced Cockpit Incidents

An ever-growing number of GA aircraft are equipped with some, or all, of the following advanced cockpit systems:

- EFIS (Electronic Flight Instrument System), in which multi-function "glass" displays replace traditional instruments for providing flight and navigation information
- FMS/FMC (Flight Management System or Flight Management Computer)
- GPS (Global Positioning System) with moving map
- TCAS (Traffic Alert and Collision Avoidance System)
- Integrated autoflight/autopilot systems for IFR and VFR flight operations.

As use of these technology marvels grows, ASRS is also seeing more reporting of GA advanced cockpit systems incidents. It is clear that new technologies are placing higher demands on single-pilot resource management – the need to "fly the airplane" and effectively use advanced cockpit systems at the same time.

This month we look at a sample of GA advanced cockpit incidents reported to ASRS, and identify common issues in using new technology systems. These issues include complacency, lack of advanced systems knowledge, over-reliance on automated systems, and distraction associated with programming tasks.

Advanced Systems Knowledge

Several GA pilots learned the hard way that programming intricacies are best learned on the ground, not in the air. A PA-28 pilot lost situational awareness while attempting to understand the "message" function of an advanced GPS.

- VFR flight plan...I was using GPS for first time as PIC (without instructor). I had an introductory flight with an instructor one week prior and I felt I knew how to use the direct function, which was the only GPS function I was going to rely upon. It was a replacement for the RNAV system I had been using on older Arrows...Shortly after departure, I began receiving airspace messages. I was having trouble figuring out how the message function worked, and how to make the messages go away without losing my 'direct to' setting. I received repeated airspace messages while flying at 2,600 feet, even though I was still below and clear of Class B airspace. I became confused about which keys...to use to make the messages go away...I believe I became distracted by this and also started discounting the airspace messages. Because I was using the GPS, I was not following my track closely on my sectional chart. After I passed SSW of the closed [airport], my position was close to the bottom edge of the sectional and I flipped it over to look at my anticipated course. At that point, I lost situational awareness and mistakenly believed I was out from under the Class B airspace and initiated a climb to 3,500 feet MSL. At around 3,300 feet MSL, the controller asked me what I was doing, told me to ask for clearance before climbing into the Class B airspace and then cleared me into the Class B airspace at or below 3,500 feet MSL.

Another pilot drifted off course while attempting to program an unfamiliar GPS.

- Departed Runway 23 and became distracted while trying to enter a waypoint into a GPS unit which I had not previously used. I recognized I was off course and immediately made a turn back towards my desired heading. It is possible I entered the Class B airspace at its most southern portion, where controlled airspace begins at 2,200 feet MSL. My altitude was 2,500 feet MSL. In hindsight, it would have been prudent to have spent some additional time familiarizing myself with the GPS unit, and entered the waypoint prior to departure.

Over-Reliance on Advanced Cockpit Systems

A couple decided to go flying in their glass-cockpit equipped C-182 on a nice evening. The forecast weather looked good, so they pressed on to their destination, leaving their charts in the flight case. All seemed to be going well, until they received "heart-stopping news."

- We began normal broadcasts on UNICOM 10 miles west of ZZZ...We thought it was odd that no one came back with an airport advisory but continued with normal broadcasts, looked at the windsock and entered a downwind for Runway 13. We saw a Mooney waiting for takeoff and also thought it was a little strange that he was not talking on the radio but once again it is not all that uncommon for uncontrolled airports. Our belief that ZZZ was uncontrolled was supported by the fact that the GPS showed the airport as magenta and did not show a Tower frequency. While we were on high final, the Mooney pulled out onto the runway for takeoff

and we elected to go around. We remained offset to the west so we could watch the Mooney's departure path. At the time we also saw 2 helicopters in the pattern and then someone came on UNICOM and told us to contact Tower. This, of course, was heart-stopping news, but we contacted the Tower and then obtained a phone number for later contact. Of course, after any incident, there is much review as to why this happened and it was a valuable learning experience for both of us...In this case, we relied on our automation and the fact that we have always known ZZZ airport to be uncontrolled. As it turns out, even though we had been updating our avionics systems and the airplane had in fact just come out of annual where they updated everything, the update that shows in startup was prior to the installation of the Control Tower. We are now in the process of finding out why, even though the updates appeared to 'take,' they did not. We do carry a set of current charts in the airplane, however on that particular day, we believed we had all the relevant information we needed and chose not to pull them out. In the future, our planning will be more thorough.

You can go to the ASRS home page and join the CALL BACK e-notification list at the following e-mail address: http://asrs.arc.nasa.gov

WINGS AWARDS

PHASE I
Gregory A. Francisco
PHASE II
Jeffrey Van Zante
PHASE IV
John H. McLaughlin
PHASE VIII
Larry E. Pretz
PHASE IX
Thomas Laughlin
Steven Metcalf

Note: Future participation in the "Wings" program is now being administered on-line at faasafety.gov.

ACCIDENTS

The ATP pilot lost control of a SA-226 on takeoff and hit a snow bank after departing the runway. There were no injuries. The pilot reported blowing snow at the time of takeoff and his cockpit windows were fogged due to live cargo.

INCIDENTS

The Commercial pilot in a BE-90 slid into a snow bank while taxiing. There was minor damage to the left prop.

The CFI and student were involved in a loss of control incident in a PA-23. During takeoff, the CFI was executing a simulated engine failure and the aircraft departed the runway. There was no damage and no injuries.

The Commercial pilot in a BE-35 retracted the gear instead of the flaps after landing. There was minor damage to the propeller, left lower wing, and gear doors.

Until Next Time!
Have a Safe Flight

Kenneth F. Rieger
Manager, DSM FSDO

DES MOINES FLIGHT STANDARDS DISTRICT OFFICE
3753 SE CONVENIENCE BLVD.
ANKENY, IA 50021

(515) 289-3840
(800) 728-7250
(515) 289-3855 FAX

HOURS OF OPERATION
MONDAY THROUGH FRIDAY
7:45 a.m. – 4:15 p.m.

Visitors are requested to make appointments.

The DSM FSDO will be closed on the following date in observance of a national holiday:

May 26, 2008 Memorial Day

FEDERAL AVIATION ADMINISTRATION
3753 SE CONVENIENCE BLVD.
ANKENY, IA 50021